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DAVID WOOD,

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CANTON.

[FROM OUR CORRESPONDENT.]

Canton, 18th November.
The foreign Consuls called at the residence of the late Viceroy Tso Mu last Saturday.

FORTY LIZARDS TALK AS MEDICINE!
All over China the Chinese refuse to believe in foreign medicines; they say that the climate and their manner of living are so different from those of foreigners, that the foreign medicine is too strong and does not suit their weak stomach; it might do more harm than good. So, as a rule, whenever a foreign doctor is called in to attend to the sick, Chinese medicine is taken instead. The foreign doctor is told that the patient has taken his medicine when it has been thrown away. It is said that while the late Viceroy Tso Mu was under the medical treatment of a foreign doctor he had also, by the instigation of his attendants, three Chinese doctors to attend to him, who in the absence of the foreign doctor had prescribed for his patient forty lizard's tails and other rubbish to take—which accelerated his death.

HOUSING OF THE FLOATING POPULATION.
In some places along the river front there are numerous makeshifts in which the boat population live for years. The landmen generally despise, ill-treat, and squeeze them, and if they have no money or friends to protect them, they would not go into the city to live. As the government is looking for more places in which to establish English schools the Acting Prefect Kung has summoned before him the occupants of over two hundred makeshifts and required them to shift to other places. For a makeshift of large size the government proposes to pay the occupants 35 taels, for one of middling size 20 taels, and small size 10 taels. The boat people, however, refuse to have not sufficient time to look for other houses.

DEATH FROM STRANGULATION.
On Sunday last there was a case of strangulation on one of the jetties near the I. M. Customs. The culprit, of about 20 years of age, who had confessed to the crime of attacking and robbing a rice shop in Tak Hing Street, and wounding two natives, was carried in a basket to the place of execution among a large crowd of people, and there put in one of the upright wooden cages invented by the late Li Hung-chang. He was strangled with thin ropes of about the size of the small finger and killed in a few seconds, his body being left there for two or three days.

SWATOW.

[FROM OUR CORRESPONDENT.]

Swatow, 18th November.

THE OPIUM TRUPEL.
A letter signed by twenty-four Chinese honours was sent to Mr. Richardson, head of Messrs. Bradley & Co., thanking him for the trouble taken on their behalf with regard to the abolition of the Kwong Hing Co.'s opium tax. Since the office of the latter company is still open, the opium merchants have also petitioned Mr. Richardson to get the Tsaotai to issue a proclamation to the effect that opium will in future not be subject to any more taxes and that the Chinese may resume the importation of the drug themselves.

NAVAL MOVEMENTS.

H.M.S. *Algerine* arrived here a few days ago from Amoy. Speculations as to her intentions in coming here were very rife. Her arrival seems, with some reason, to be connected with the opium difficulty. An attempt is still made to levy the tax at Chiayangchow, a large Hakka district.

AN ENTERTAINMENT.

A well-arranged smoking concert was given by the shipping fraternity and H.M.S. *Algerine* in the Kinet Club on Saturday last at 8 p.m. The Club's premises were nicely decorated for the occasion, and no pains or trouble were spared to make the evening a success, which, in the end, it proved to be, to the great satisfaction of all concerned. In answer to the invitations issued nearly all Swatow turned out. The concert commenced at about 9 o'clock, and, thanks to the splendid management of the chairman, Capt. Roland Nugent, R.N., of H.M.S. *Algerine*, it went through without the slightest hitch. Judging by the great marauder that prevailed everyone present must have enjoyed himself immensely. The recitation of a "Band of Hope Meeting" by Mr. Watson-Paul, author of *Lingapore Romances*, provoked great laughter. Everyone was enraptured, particularly Messrs. Drake and King, who were recalled several times. The sword dance by Capt. W. Young, to the great regret of many, unfortunately did not come off. The string band of H.M.S. *Algerine* was in attendance. Mr. Lewis greatly pleased the company by his violin solos. In the course of the evening a presentation of a pretty pewter mug, engraved "H.M.S. *Algerine*", was made by Mr. King, on behalf of the mercantile marine, to Commander Roland Nugent. Mr. King, who, by the by, is a son of Erin, made a few humorous remarks in presenting the mug to Commander Nugent, who made an equally witty reply. The company dispersed long after the midnight bells had chimed.

LATEST STEAMER MOVEMENTS.

The C.P.R. steamer *Empress of Japan*, arrived at Kobe at 4 p.m. on the 18th inst., and left again at midnight same day for Shanghai, via Nagasaki, where she is due to arrive at 6 a.m. on the 22nd inst.
The C.P.R. steamer *Athenian* left Vancouver on the 18th inst. a.m. for Hongkong via the usual ports of call.
The N.Y.K. steamer *Kasuga Maru* (Australia Line) left Kobe via Moji for this port on the 18th inst. p.m., and is expected here on the 26th inst.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

THE WATER SUPPLY.

TO THE EDITOR OF THE "DAILY PRESS."
Hongkong, 18th November.
Sir,—May I presume to address you on the above, which is perhaps the most important subject that can be submitted for public discussion at the present moment? The recent sudden curtailment of our water supply has, it is needless to say, caused much inconvenience amongst the poorer classes of the community, both Europeans and Chinese. And, strange as it may seem, although the reservoirs appear to be almost full, in spite of the Water Authority's announcement, "that the mains below the level of Cause Road would be open daily from 6 to 10 o'clock a.m.," very many streets in Chinatown are not able to procure a drop of water through their house service. Many having to pay for water, the quality of which is always unreliable, are already beginning to feel the pinch of this extra charge on their monthly salaries very severely. Houses in the Western District have even and their entire supply stopped, and now their tenants have to obtain water from the street hydrants as their only source. It will be at once seen that such a sudden change, with the increased cost of living, has caused considerable immediate distress amongst the inhabitants.

It may not be generally known that at the time the present Water Bill was before the Legislative Council, during the third reading in August last, there was a feeling of great uneasiness amongst the Chinese on account of the hardship which it was foreseen would necessarily result. When the Bill passed into law, to occupiers of tenement houses it meant that all such houses would have to rely entirely on the street hydrants for their supply. In consequence of all this Messrs. Fung Wa Chun and Ahmet Ramjahn were deputed by the Chinese Commercial Union to instruct Messrs. Johnson, Stokes and Master and Dr. Ho Kai to draw up a petition to be forwarded to the Secretary of State praying for the introduction into the Colony of the Rider-union system as recommended by Mr. Chadwick in his report on the sanitary-condition of Hongkong in April last. This petition, bearing the signatures of nearly ten thousand Chinese, was duly forwarded to England. And it would now appear that a telegram has lately been received in reference to this petition by H.E. the Governor, who in turn has requested the Chinese representatives in the Legislative Council to ascertain from the petitioners how it is proposed to defray the cost of this new system. At the meeting of the Chinese Commercial Union held on Tuesday last, the Hon. Dr. Ho Kai proposed that the sum of \$80 be contributed by each Chinese tenement-house towards the estimated outlay of introducing this kind of main system. The hon. gentleman further estimated that as there were about 6,000 Chinese tenement-houses the sum raised would represent about \$500,000. To this Mr. Ahmet Ramjahn dissented and suggested as the fairest method that all houses should contribute *pro-rata* on their assessment value, in which case six months' taxes extra would cover the whole outlay. At a subsequent meeting held on Friday last this proposition was adopted unanimously.

For the information of the public it may be as well to explain that by the use of this Rider-union system it is claimed that every house in the Colony would be equally supplied with water, as distribution would be much more general and waste almost an impossibility. European houses, particularly those supplied through meters, would find especially in the direction of economy that this new system has every advantage in its favour. It is therefore to be hoped it may soon become an accomplished fact.

Great credit is due to Messrs. Fung Wa Chun, Ahmet Ramjahn, Lau Chupak and Chum King-yu for their untiring exertions in presenting a matter of such great public importance.—Yours, etc.

PRO BONO PUBLICO.

RUSSIA AND MANCHURIA.

The London and China Express in its issue of the 17th ult., concluding an article on the above subject, says:—
The bulk of Manchuria, it has been arranged, shall be evacuated by two further stages. That is, all but the legally maintained corps of rail-guards. Russia is entitled to protect her railway, but these guards amount in effect to an occupying corps for the country. How the evident intention of Russia to seize upon the fertile plains of Northern China, rich in mineral wealth, is to be met by other powers whose interests in China are incomparably greater than those of Russia is a problem that will require the action of the United States in the Far East was not undertaken without some degree of friendly understanding with Great Britain. It was the latter Power that secured the insertion of the clause in the Chinese Treaty with the Powers which forestalled any attempt on the part of any individual Power, or in other words, of Russia, to take payment of the Chinese indemnity in kind instead of in cash. Russia cannot, therefore, secure any territory in Manchuria by private arrangement in lieu of the outstanding debt. China has the right to buy out the railway through her territory. It has been suggested that it would probably be a fair investment of British and American capital to assist this solution of the difficulty, by enabling the finance of China to come to the rescue of the railway. This might be ethically correct, and in accordance with the agreement under which Russia constructed the line, but practically such an arrangement would doubtless be found impossible of fulfilment for reasons that will readily suggest themselves. What we want to secure is that in such portion of Chinese territory as Russia may take, or control, British trade shall be as free as to Russians and others, and that the duties—alike for all—shall not exceed the Chinese Tariff. Russia has not previously shown anywhere in the world a desire to give the foreigner equal rights with her own subjects, and there is no reason to suppose that she will make any territory she secures in the Far East an exception to this rule. It consequently behoves those Powers interested not to relax their vigilance in any way.

HAMBURG LETTER.

[FROM OUR CORRESPONDENT.]

Hamburg, 14th October.

Considerable interest has been evinced just recently in the Hamburg sugar market, and there has been no little excitement caused in business circles, among sugar-merchants and brokers, by the sudden rise in the price of sugar during the past fortnight. Some idea of the rapidity of the rise may be gauged from the fact that the price of sugar now stands at 9s. 3½d. per cwt. for old, last year's sugar, and at 7s. 1½d. for the new, whereas, at the end of September, business was being done in old sugar at 5s. 10½d. and in new at 5s. 2½d. per cwt., so that there has been an unexpected rise of almost one shilling per cwt. in an exceedingly short space of time. The reason of this movement in prices is attributed, partly to an anticipated shortage in this year's sugar-crop, and partly to the introduction into the market of a highly increased element of speculation which is steadily becoming more prevalent. This speculation is in all probability due, in its turn, to the fact that the time is now at hand when the semi-official reports should be coming in as to the quantity and quality of this year's crop, but these are much delayed by the lateness of the potato-harvest, and a state of considerable uncertainty prevails in consequence. Wet weather has greatly retarded the gathering in of the potatoes, and the potato-growers have been compelled to keep in employment many of the men who should long ago have been at work on the beet-fields.

The general opinion at present is to the effect that the wet will have caused the beets to grow too large, and that the average essence of sugar contained in the beetroot will consequently suffer in comparison with that of former years. Against this reports come from some of the sugar-producing districts of Germany stating that the recent cold weather and frosts, experienced during several nights last week, have prevented the beets from swelling, while the ripening has, notwithstanding, made satisfactory progress.

In East and West Prussia the beetroot is not so well developed as last year, and the sugar essence is not expected to reach the standard of 1901; the harvest is in full progress but proceeds slowly owing to the soft state of the ground. In Upper Silesia the growers are not satisfied with the size or weight of the beetroot, the sugar-extract showing much variation. In Lower Silesia the refining factories have not commenced work. From the districts bordering on the Rhine, from Mecklenburg, Oderbruch, Pomerania, and Westphalia, news comes that, owing to the wet weather much labour is still in employment for the completion of the potato-harvest, and that the sugar-crop is consequently much behind-hand. The reports from Hanover and Brunswick vary very much in effect. In this state of general uncertainty, when everybody is eagerly waiting for definite news from day to day, contradictory statements and opinions are heard on all sides: the whole position, in fact, is conducive to speculation. On the one hand the opinion—in all probability emanating from the sugar-growers themselves or from the refining factories—is vouchsafed that the wet, far from exercising any detrimental effect on the beetroot, has in reality not only lightened the task of plucking out the beets but has also increased the quantity of sap contained, and that, given a short period of favourable weather now, the total output of sugar may even equal that of last year's record crop. On the other hand it is urged that not nearly so much arable land has been under cultivation for sugar this season as was the case last year, and that the crop, for that and for other reasons, already mentioned, is bound to fall far below that of 1901. Meanwhile excitement, uncertainty, and consequent speculation prevail on the market.

At the moment, pending the arrival of the statistical and official reports so anxiously awaited from the sugar producing districts, the question for the merchant to decide is whether it is advisable for him to hold his present stock or to sell at a slightly reduced figure—resting content with the profit of (about) 8d. per cwt. which would accrue to him now as the result of the recent rise in prices. The selling price at present is about 1s. per cwt. above the buying price.

If, as is some people's opinion, this year's crop does eventually produce another huge output to be added to the quantity of sugar still left over from last year, there will be such an enormous quantity of sugar on the market that prices will undoubtedly fall to a very low figure, thereby bringing, from an economical point of view, another unfavourable year for the sugar-market. The opinion expressed among sugar-merchants in Hamburg is that the total output for the year 1902 will show a decrease of about 20 per cent. on that of 1901. In this case the outlook for sugar-merchants is certainly favourable. Continuous fluctuation, however, in market prices is predicted for the next two months while the season's crop is being brought in, and stagnation is anticipated during January, February, and part of March: but from that time prices are likely to strengthen and get firmer on the possibility—considered very probable in Germany—that the English tax on imported sugar may be rescinded on the presentation of the Budget for 1903 by the Chancellor of the Exchequer during the Easter Session of the Houses of Parliament. It will be remembered, also, that, in accordance with the resolution adopted at the Brussels Convention, it was determined that the Bounty of (about) 1s. 3d. per cwt. granted by the State for the encouragement of the German sugar-export trade, shall be abolished on September 1st, 1903; and this important event will naturally have a beneficial effect on the market prices of both raw and refined sugar during several months

preceding September. It was foretold at the end of 1900 that the following year would be very unfavourable for the sugar trade of Germany, and this prediction was amply fulfilled by the state of prices at the end of the year; but now, after reviewing the whole question from its present position, one may perhaps be justified in expressing the opinion that the prospect for the season 1902-1903 shows a marked improvement probable in the price of sugar in comparison with last year, although prices are likely to depreciate to a certain extent during the first few months of the year.

POLICE COURT.

Wednesday, 19th November.

BEFORE MR. F. A. HAZELAND (Police Magistrate).

THEFT AT MURRAY BARRACKS.
Chau Cheung, servant boy employed at Murray Barracks, pleaded not guilty to stealing from the Soldier's Institute at Murray Barracks a cash-box containing \$12, the property of Private Bill Durbaine, Regiment.
The complainant gave evidence as to finding the cash-box on the person of the accused, and when this statement had been corroborated by Private Lloyd of the Welsh Fusiliers, sentence was passed of six weeks' imprisonment with hard labour.

CARELESS JUNK-MERCHANT.
Lung Mui, set down on a charge-sheet as the captain of a trading junk, was fined \$25 for neglecting to take precautions to prevent the jettisoning into the air of stones that were being thralled at Aberdeen the other day. A Lap Chin, the foreman in charge of the operations, was fined \$20, on the complaint of Sergeant Smith.

A DANGEROUS PRACTICE.
For neglecting to take precautions to prevent the jettisoning into the air of stones that were being thralled at Aberdeen the other day, a Lap Chin, the foreman in charge of the operations, was fined \$20, on the complaint of Sergeant Smith.

BEFORE MR. J. H. KEMP (Acting Police Magistrate).

BUFFALO CHASES A PONY.
Mak Sheng, a cattle-dealer at Wong-nei-chung, was charged by Mr. E. C. Pontifex, solicitor, with allowing a buffalo cow to be at large on the public roadway, in consequence of which a mare belonging to the complainant became frightened and broke away from the driver, afterwards injuring herself. The charge was denied.

The mare and another pony, it was stated in Court, were being led off the Racecourse when the buffalo, coming in the opposite direction in charge of a native boy, broke away and rushed at the mare belonging to the complainant, which bolted and subsequently fell, injuring itself.

As it had been clearly shown that the buffalo was not trained to be upon the public roadway, but had been led by a hater and had broken away from the attendant, the magistrate dismissed the case.

CONTRAVENING BUILDING REGULATIONS.
P. C. Crisp, inspector of buildings, Public Works Department, summoned the occupier of shop No. 104, Queen's Road Central for contravening alterations on the premises without submitting plans and without obtaining permission from the Director of Public Works.

The complainant described the alterations that had been carried out, and said they removed one staircase dangerous to the occupants. A Chinese cooking-hearth on the top floor was erected on rotten joists.

The hearing was adjourned till the 21st inst. at 10 a.m., the defendant being allowed bail of \$100.

THE GERMAN COLONIES.

The German Colonial Congress concluded its labours on the 11th ult. with a dinner at the Kaiserhof Hotel, Berlin. The Congress passed a number of resolutions, of which the most important were to the following effect:—

In order to prevent German emigrants from being lost to their native country it was recommended that neglect on the part of a German emigrant for ten years to enter his name on the list of a German Consulate should be considered as involving the loss of his personal nationality, and that the same should be applied to the children of the emigrant in respect of trading rights and the protection of the natives was no longer in accordance with the provisions of the Congo Act, and that the treaty ought to be revised in the interest of the signatory Powers. It was declared that, in order to make Germany as far as possible independent of foreign countries (so) in her supply of raw colonial products, the native resources of the territories for the purposes of exploitation should be developed. A medical German colonisation of German South-West Africa was described as one of the most important objects of colonial policy. For the realisation of this project more liberal financial assistance from the Empire was recommended.

There was a great deal of discussion regarding the German settlements in Southern Brazil. Several resolutions were recommended that emigration should be directed to these settlements in order to enable the existing German colonies, who numbered about 200,000, to preserve their national character and their language. The result of this policy would be that an extensive market would be created in Brazil for German goods, while raw materials, which were necessary for German industry, would be exported thence to Germany. It was, no doubt, necessary in South America to have the competition of England and of the United States, especially that of the latter, which when the Isthmian Canal was constructed, would, as regards the west coast of South America, have an advantage of 2,000 miles over European shipping. But the important places for trade with South America were on the east coast, where the mouths of the great rivers were not more distant from Europe than from New York or New Orleans. The commercial geographer, Dr. Jannasch, proposed a declaration to the Congress to the effect that the interests of civilisation and the interests of German emigration and of German commerce and industry required that German emigration should be directed to South American countries with temperate climates, especially to Southern Brazil.

In the actual meetings Herr Moritz Schenck spoke very strongly against migration to America, where he said the powerful labour party regarded the German as a too diligent workman who lowered the rate of wages.
Dr. Paul Rohrbach discussed the Baghdad Railway, and said that it would require all the energy and intelligence of German industrialists and merchants to secure the first place in the new markets which the railway might open up. The effect of the enterprise would be to strengthen the Turkish State and thus help to secure the "open door" in Turkey for Germany as well as for others.

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[208]

VICTORIA LITHOGRAPHIC WORKS.

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M. DELCASSE AND FASHODA.

Some interesting particulars of the negotiations respecting the Fashoda affair are contained in an appreciative sketch, but the review of the Fashoda affair, contributed by M. Adolphe Brisson to the *New Free Press* of Vienna. M. Brisson describes the extremely difficult position of the Minister on that occasion. He found himself placed between the danger created by the passions excited in France by the Dreyfus affair, which only sought an opportunity to vent themselves, and that arising from the ill-disposed disposition of England who "was ready for war" and "desired to humiliate our navy, which, although not equal to the English, had occasionally aroused jealousy."
M. Delcasse's embarrassment was increased by the circumstance that we were not sufficiently prepared for such a terrible eventuality, and that our national defences were inadequate in many respects. For instance, Bizet would have fallen into the hands of the English without a blow. We would have fought to the bitter end, but without any great hope of success. Consequently the negotiations took place under very unsatisfactory conditions. They were extremely difficult and many anxious days. Sir Edmund Monson, the British Ambassador in Paris, had a decisive interview with him in the month of November. Had he an ultimatum in his pocket, as people pretend? I do not venture to say. At any rate, his attitude was not accommodating, but was, on the contrary, marked by exceptional brusqueness. It is certain that Sir Edmund Monson was instructed to assume an uncompromising manner. M. Delcasse spoke to him in very loyal and precise terms. "I cannot believe," he said, "that you want war. In any case it will rest with you to declare it, as I shall systematically avoid giving any pretext for it. As the Ambassador follows—'What advantage could we derive from it? If we were victorious we might, it is true, increase our colonial possessions. But what we have in view at present is simply to utilize and defend them. Neither you nor we have an interest in mutually weakening and impoverishing each other. In case of a formal provocation we would, of course, wage a ruthless struggle, but you would be responsible for it.' As Sir Edmund Monson was about to speak M. Delcasse interrupted him, exclaiming: 'Do not say anything that cannot be recalled. Take time for reflection.' The Ambassador was silent. And at that moment the crisis passed its climax. Negotiations began. An agreement was arrived at. The half-drawn swords were pushed back into their scabbards."

CAPTAIN PERCY SCOTT.

The *Naval and Military Record* writes:—
One of the half-dozen distinguished officers for good deeds, alleged that Captain Percy Scott has incurred the jealousy of his brother captains and the Admiralty officials by his zeal for improving the gunnery of the Navy. It is actually alleged that many officers regard this zeal as "bad form." So far from showing hostility or jealousy toward Captain Scott, our senior naval officers in command of his Majesty's ships have profited by his example in many cases, and on the China station especially the recent ceremony of presenting war medals to the crew of H.M.S. *Tartar* might, and should have been marked by greater ceremony in view of the exceptional services performed by this ship's company. The crew desired that their medals should be presented by Sir Redvers Buller. This was not permitted, and the presentation was made by Captain Scott himself on the south railway jetty of the Dockyard, at the rate of 25 per minute. Now, this is not the way to popularize the navy. There should have been a public ceremony, and the presentations ought to have been made by some person of distinction unconnected with the ship, as, for example, the First Lord of the Admiralty, whose interest in gunnery might thus have found graceful expression.

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SPORT AND ANECDOTE.

BY AN OLD FOGEY.

ASSOCIATION FOOTBALL IN IRELAND.

My promises are not like those of politicians—made of piecrust, only to be broken. I have a desire to tell you a little concerning the development of the Association game of football in Erin's Isle, for the best of all reasons, that the first great match of their season was played in the essentially modern and thriving city of Belfast last Saturday, when the chosen eleven of the Irish League gave battle unto the team sent over by the Football League. I do not refer to the latter body as the English League, because I have reason to know that its officials do not approve of such a designation. This was the first of all Leagues in either cricket or in the winter game in the British Isles, and the founder of the institution, Mr. W. McGregor, of Birmingham, thinks that such an original organization is entitled to the definite prefix and article—The Football League. Now precisely one year after its formation the Irish League was established, or to be precise, in March, 1890 Belfast being its headquarters. Moreover the capital of Ulster has ever since remained, as indeed, it was before, the great centre of "Soccer" football across St. George's Channel, just in the same way as dear, dirty Dublin is devoted to the Rugby Union code. The Irish League was at once a success, but not until this campaign has a Dublin team been included in the select circle. The Dublin Bohemians, an amateur band, have been accepted, and bids fair to be popular members, for one of their young men, Pratt, an inside right, was included in the team last Saturday. But the oldest club in Hibernia is the Cliftonville, and this owes its existence like many other clubs to the missionary example and enterprise of the dear old Queen's Park of Glasgow. In 1876 the Queen's and the Caledonians crossed over from the city of St. Mungo and played an exhibition game at Ballynafeigh, and the simplicity and beauty of the dribbling science fascinated all beholders as it usually does, especially when it once has a fair trial in Rugby strongholds. A few enthusiasts formed the Cliftonville club in October, 1879, taking their name from the Cliftonville cricket club. The opening match took place in the same month, and curiously enough their first opponents were a body of Rugby footballers who styled themselves the Quiddians. But any football is better than none, and the Quiddians defeated those who had never kicked a ball before by 2-1. In 1880-81 the Irish Cup was founded, and in its first year the Cliftonville were the runners-up for the trophy, but, of course, there were only a few competitors, for the example of Cliftonville was not without immediate effect. But Cliftonville developed, and in 1882-83 won the Irish cup—a success they repeated in 1887-88, 1896-97, 1899-1900, and 1900-01. But while they have been such due Cup warriors they have, like many of their brethren in England, proved indifferent fighters for League honours, as these they have never annexed despite the smaller size of the Irish body, although they have been the runners-up in four or five years. And yet Cliftonville has provided more international players for Ireland than any other club. Its members play for the love of the game, and it was at the home of these enthusiasts, commonly called the New Solitude, that last Saturday's game was decided. The site is picturesque, as it lies in a valley under considerable hills. As the club have purchased an extensive freehold estate, they have built houses on a portion and let them, while four acres make a nice playing piece. Belfast possesses many other clubs of importance, notably Linfield, Glentworth, Glentworth, and Celtic, but one feels inclined to emphasize the position of Cliftonville as the oldest, and the owners of the rendezvous for the latest Inter-League match. There was a time, as I have said, when football of this type was confined to Belfast, but in addition to Dublin the game is practised in Cork and in Sligo, but the popularity of the pastime in the North is attested by the fact that the County Antrim Association has 100 clubs on its roll, and Lister 50, while there are numerous combinations in Ulster and other parts of the green isle. There is a great future for the "Soccer" scientists in this land, although the well-to-do folk are sure to remain loyal to Rugby rules.

THE INTER-LEAGUE MATCH.
The game seen at Cliftonville by a crowd which represented about 2570 was exceedingly interesting, for it was a fast and furious exhibition, full of exciting incidents and capable play from end to end. It must not be surmised from the use of the word furious that roughness was paramount, although two of the players were badly injured. From these occurrences those passive but prejudicial persons who compile what they term Butcher's Bills at the expense of football as a sport will be sure to find an argument, but it may interest them to learn that each man hurt himself. Charles Sagar, of Bury, jumped to head a ball at the same time as the opposing back. The latter was a fraction of a second too quick for him, and McCracken, the Belfast Distillery defender, cleared his line and glided out of the way with the result that Sagar fell on his left shoulder and dislocated the collar bone. It will be some time before this international forward is again fit for duty. It is curious that a considerable time after when the second half was well advanced, McCracken wrenched his own ankle so severely that his boot was removed and he was carried

FROM HOT TO COLD.
Dysentery is prevalent everywhere in summer and is due to miasmatic poisons, and begins abruptly with inflammation of the mucous lining of the large bowel. In America the disease is common, but properly treated does not result as seriously as in the tropics. Perry Davis' Painkiller is the best known remedy and the most efficacious in the treatment of dysentery. [27-13]

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off to the dressing-room. Surely no Butcher's Bill statistical hand will ascribe these mishaps to violent play—and yet one never knows. After considerable pressure by the Irish, the Englishmen scored at their first attempt; that is to say, the first time their forwards broke through the opposing half-backs. From a penalty kick against Tremonger for quite a trifling offence, the Irish equaled the record, while within a moment or two their forwards headed a corner into goal, just at the moment my neighbour was declaring that the Irishmen were of no use with their heads. McKelvey was the scorer, so that the centre forward of each team did damage. Thus the Hibernians led, and were simply wild with the prospect of triumph. But they reckoned without Steve Bloomer, the Derby County strategist and sharpshooter, who certainly won the game by registering two lovely goals with those swift, low drives which come to goalkeepers at all angles and simply paralyze their eyes and hands. Thus the Englishmen had the honour of winning on Irish soil by 3-2, while they also had two "goals" disallowed. I use the word "goals" because I thought that each point was perfectly valid despite the assurance of Mr. J. Robertson, the referee, to the contrary. The Irishmen had plenty of chance to win had their forwards shot with anything like power and precision. As it was, their attempts to pierce the defence were either too weak for words, or frilled entirely. Indeed, the sweetest little push of the ball would have equalised the scores, but Master Boodle, a most promising youth of 18, who assists the Cliftonville, thought the goal was up aloft and so cannoned with the crossbar. But what I liked about the game was the whole-souled energy of the Celtic allied with a good measure of skill. I expected that the Englishmen would win by a large majority as it is customary; but to tell the truth, Jack was about as good as his master. Their goalkeeper, Lewis, was feeble, but the Irish backs were a good rousing pair with the common fault of lifting the ball too high. The half-backs were like leeches, and they reminded one of the two told both of Johnny Holt and Harry Allen. It is said that somebody remarked to either one or both of these celebrities: "You can't play football." The reply was quick and to the point when it came. The speaker: "Yes; I know I can't play football, but I can stop those who can play." Buckle and Kirkwood, the home left wing pair, were the cleverest, but Pratt, of the Bohemians, at times showed fine play. The result does not seem too satisfying so far as the prospects of England in the great matches are concerned. Baddeley, the "Wolf," kept a good goal as usual, but Glover the right back of Liverpool, was surprisingly feeble. Tremonger useful as he is, is not to my mind the polished, resourceful and reliable back some folks make him out to be. The English half-backs, Dan Nurse, the popular and splendid captain of Wolverhampton Wanderers, Tom Boot, the cautious and clever skipper of Everton, and Ted McDonald, the left half-back of Notts, were all but seen. Booth being the best of the trio. It struck me that all the three were good club men where they know their comrades and their ground, but not more than that. The English forwards were good, and I should like particularly to mention Bloomer and Calvey. The Derby crack won the match by his precise passes and his lightning shots, which travel like an arrow from the bow. It is quite open to argument that Bloomer is one of the smartest men who ever put foot to a ball. What could he have been had he taken as much care of himself, say, as G. O. Smith? Calvey is a massive centre, for standing 5ft. 9in. he weighs 13st. and is still in the bloom of a lusty manhood. In a year when England badly needs a good centre, it is quite within the bounds of possibility that Calvey might play in every game, for he has the weight, pace, dribbling abilities, and scoring powers. If Ireland could only win one of these important contests with England, what a lot of good it would do the game in Erin!

THE LEAGUE TOURNEY.
The clubs in the First Division are playing a rare game of shuttlecock and battlesore this season, for week after week there are important changes in the leading positions. There is as much topsy-turvydom as would delight the heart of Mr. W. S. Gilbert, and last Saturday no fewer than four clubs—Bolton Wanderers, Blackburn Rovers, West Bromwich Albion and Sheffield Wednesday—were vanquished at home, and the four only notched one goal—that standing to the credit of West Bromwich, who were actually beaten by Liverpool, with no fewer than four reserve men in their team. But these reserves appear to be quite as strong as some of the giants of the club. The closeness and seriousness of the strife may be judged from the fact that very few points indeed separate the first six teams, and a mistake means a great deal. It is curious that while Newcastle with all their Scotsmen, headed the League again last Saturday, Bury, with their Lancashire lads, were a good second, while West Bromwich Albion, who have only three Scots in their first twenty-two players, are well to the fore. The success of English players in the League clubs is the finest aspect of professional football to-day, and I was gratified beyond measure to hear the other day that Wolverhampton Wanderers have no

Scots at all on their books. All their players save two are Staffordshire lads, and these two come from Shropshire, just over the border of Staffordshire. I rejoice in this not because I have any antipathy to the Scots but because I have always held that the League should be confined to English-born players. This is best for the game, and is building up our international strength, and allowing Scotland to keep her best youth, as she should. The most unfortunate feature of the tourney is the lack of success by Blackburn Rovers and Bolton Wanderers—two of the pioneers of professionalism, and organisations which have honourable traditions in the National Cup. The Bolton Wanderers appear to have taken root at the wrong end of the table, with the Rovers as their neighbours.

CRICKETANA.
Safe in football, and only Agitation at that, there is no stirring but stagnation in the world of sport at this season. We should, however, be cheered by the prospect that we shall have some cricket news this winter as last, for the Australians are playing in South Africa, and Englishmen are bent on fulfilling two splendid tours in New Zealand and India. Lord Hawke has toured in most parts of the globe, but never in New Zealand, where he is taking a very fine combination. I am pleased that this is so because the folk in these great islands have recently been disappointed in securing a football team for England. The Oxford Authentics are sending a combination of gentlemen to travel all over India. The Philadelphians are coming to England next summer just as the Canadian Rugby footballers are about to visit the British Isles. This constant interchange of the courtesies of sport between communities tends to my mind to the consolidation and building up of the Empire and to the amity and comity of nations. Sport is a great educational force all the world over, and by its agency I question if any man has accomplished so much as Lord Hawke. By the way, the Yorkshire captain is about to lose the co-operation of Mr. Joseph Beckett Westholme, who has since 1864 been the secretary of the county. Mr. Westholme, who comes of an old Sheffield family, was a cricketer from boyhood, and I remember his telling me that when he was a young man he used to get up at four o'clock in the morning several times a week to play cricket in a club which was called The Peep o' Day Boys. This proved his enthusiasm for the game, and showed us how in the days of yore that if a young man wanted time for cricket he had to take a few hours from his bed-time. How many boys would do this in these days when play is too often placed before work? No one knows the value and the extent of the work which Mr. Westholme has accomplished for Yorkshire, and I trust that this white-haired little old gentleman will be spared to enjoy his "olam cum dignitate," for I cannot think that he will much longer carry on the business of a stockbroker in Sheffield. There is no doubt that the late Mr. Michael Ellison, the Duke of Norfolk's agent in the Cutlery Metropolis, and Mr. Westholme did more to make Yorkshire the great cricketing county than is to-day than any two other men who ever lived. Mr. Westholme was also one of the main founders of the Sheffield United Football Club, which he has been spared to see among the foremost in the land. Mr. Westholme has been deservedly chosen a life member of the Yorkshire Cricket Club, and it to be highly honoured with a great presentation next May, when Lord Hawke returns from New Zealand. He deserves every recognition which can be bestowed upon him, for the eminent position of Yorkshire to-day is as much due to this gentleman as the playing strength of the county is the result of Lord Hawke's twenty-one years of labour. Was over a shire better served than Yorkshire?

London, 18th October.

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of the Work can be seen in this Department
on Week Days not being public holidays,
between the hours of 10.30 a.m. and 3 p.m.
Public Works Department, Macao, 22nd
October, 1902.

A. NUNES,
Engineer-in-charge.

**PUBLIC WORKS DEPARTMENT,
MACAO.**
NOTICE.
IT IS HEREBY NOTIFIED by this
Department that at Twelve o'clock noon
on the 22nd NOVEMBER of the current year,
Tenders by Public Auction will again be
invited at the Secretariat of this Department,
for the CONSTRUCTION OF TWO BLOCKS OF
BUILDINGS for Shops in the Market of
San Domingos.

In order to be admitted to the Auction it
will be necessary for bidders to prove that
they have made a provisional deposit of \$543.25.
Conditions for Competition and Specifications
of the Work can be seen in this Department
on Week Days not being public holidays,
between the hours of 10.30 a.m. and 3 p.m.
Public Works Department, Macao, 22nd
October, 1902.

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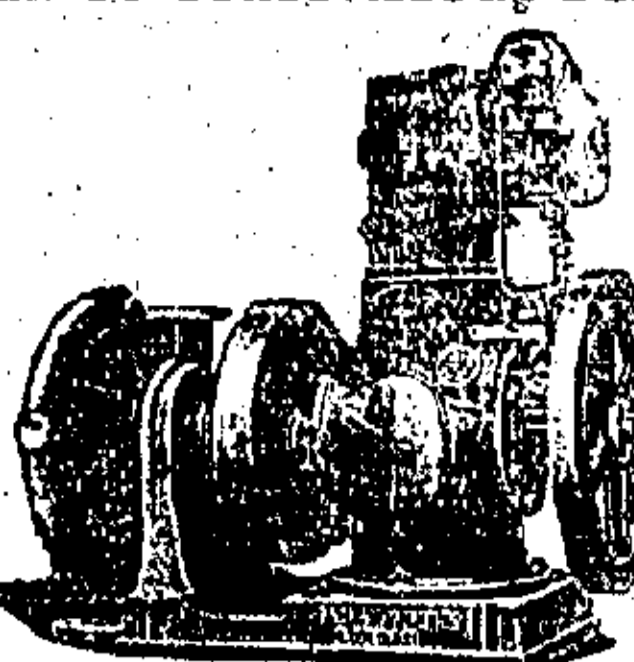
THE "INVINCIBLE" COMBIN
AND CENTRIFUGAL
THE LATEST AND BEST WATER RAISER IN

INDISPENSABLE TO CULTIVATORS FOR IRRIGATION

It is Light in Weight,
Easy Started and Worked,
Cheap in Working,
Compact and very Portable.

SIMPLICITY ITSELF.

Pump will swirl on its bed,
When NOT REQUIRED
FOR PUMPING, THE MOTOR
CAN BE UTILISED TO DRIVE
MACHINERY.



THE "INVINCIBLE" CENTRIFUGAL PUMP MAY ALSO BE DRIVEN BY STEAM ENGINE
OR ELECTRIC MOTOR DIRECT, OR BY BELT; AND HAS A WORLD-WIDE REPUTATION FOR

DRAINAGE, IRRIGATION AND MINING; ALSO FOR

SEWAGE, WATER WORKS, AND OTHER PUMPING PURPOSES.

CATALOGUES MAY BE OBTAINED ON APPLICATION TO THE OFFICE OF THIS PAPER.

J. & H. GWYNNE, LD., ENGINEERS,

HAMMERSMITH IRON WORKS, W. AND

81, CANNON STREET, LONDON, E.C.

[2550-2]

WM. POWELL, LIMITED,

GENERAL DRAPERS AND DRESSMAKERS.

PARISIENNE MILLINERY.

RAIN COATS AND UMBRELLAS.

NEW DRESS GOODS.

A BEAUTIFUL SELECTION OF SILKS AND SATINS FOR

THE BALL SEASON.

XMAS PRESENTS AND FANCY GOODS IN LARGE VARIETY.

MAIL CARTS, BABY CARRIAGES.

COOKING RANGES AND HEATING STOVES.

Hongkong, 18th November, 1902. [2978]

OGDEN'S

"GUINEA GOLD"

CIGARETTES

VERY COOL SMOKING.

FOR SALE AT—

KRUSE & CO.

SMITH PREMIER TYPEWRITERS.

WORLD RENOWNED AND LEADING

EVERYWHERE.

WITH REQUISITES IN STOCK.

SOLE AGENTS FOR SOUTH CHINA.

[2985-8]

JAPAN COALS.

MITSUI BUSSAN KAISHA

(MITSUI & CO.)

HEAD OFFICE: 43, SAKAMOTO-CHO, TOKYO.

LONDON BRANCH: 31, LINE STREET, E.C.

HONGKONG BRANCH: PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,
Canton, Tientsin, Newchwang, Port Arthur, Seoul, Cienfuegos, Yokohama, Yokosuka,
Nagoya, Osaka, Kobe, Kure, Shimizu, Moji, Wakamatsu, Kawanabe, Nagasaki,
Rochester, Sasebo, Madras, Milke, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A.I. Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armada and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail
and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamaguchi and Ida Coal Mines; and
SOLE AGENTS for Hokoku, Hondo, Ichimura, Kanada, Kishima, Mameya, Mannoura, Oomura,
Otsu, Sasahara, Tamakura, Yoshimoto, Yoshio, Yunkitara, and other Coal
in INOKUBA, Manager, Hongkong.

FOR SALE.

CRUISER YACHT for Sale, about 45 feet

over all. Fine Sporting Boat. Accom-
modation for Four. Price, \$1,500. Owner would
consider off-ers or sell share, as he seldom uses
the yacht.

W. ROBINSON,
ROBINSON PIANO CO., LD.,
Hongkong, 1st November, 1902. [290]

COLD STORAGE

THE HONGKONG ICE COMPANY, LD.,
have now 40,000 Cubic feet of Cold
Storage available at EAST POINT. Stores will
be Open at 10 A.M. and 4 P.M. daily, Sundays
excepted, to receive and deliver perishable goods
Wm. PARKLAND, Manager.

Hongkong, 18th November, 1901.

AUTOMATIC MAUSER

PISTOLS.

CALIBRE 7.65 mm.

WITH CHAMBER for 10 CARTRIDGES

FIRING 10 SHOTS in 2 SECONDS.

SIEMSEN & CO.

Hongkong 3rd October, 1900. [64]

OREGON LUMBER.

The Undersigned, being closely connected
with the leading MILLS at PORT-
LAND and PORT SOUND, are always pre-
pared to take orders for any specifications at
LOWEST RATES.

SIEMSEN & CO.

Hongkong, 14th February, 1901. [66]

OCEAN STEAM SHIP COMPANY, LD.

FROM	OUTWARDS.	DATE
GLASGOW and LIVERPOOL	"PELEUS"	On 3rd December.
GLASGOW and LIVERPOOL	"TYDEUS"	On 15th December.
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 31st December.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 8th January.

FOR	HOMEWARDS.	TO SAIL
LONDON	"AGAMEMNON"	On 25th November.
AMSTERDAM and LONDON	"TANTALUS"	On 9th December.
LIVERPOOL Direct	"ALCINOUS"	On 24th December.
(Taking Cargo at London Rates)	"ULYSSES"	On 23rd December.
LONDON	"PELEUS"	On 6th January.
LONDON	"ANTENOR"	On 20th January.
LIVERPOOL	"TYDEUS"	On 20th January.

For Freight, apply to
BUTTERFIELD & SWIRE,
HONGKONG 18th November, 1902. AGENTS. 11

CHINA MUTUAL STEAM NAVIGATION COMPANY, LD.

FROM	OUTWARDS.	DATE
GLASGOW and LIVERPOOL	"MOYUNE"	On 27th November.
GLASGOW and LIVERPOOL	"COBACK"	On 10th December.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 25th December.

FOR	HOMEWARDS.	TO SAIL
MARSEILLES, HAVRE and ANTWERP	"TENKAI"	On 20th December.

TRANS-PACIFIC SERVICE.
FOR
VICTORIA, SEATTLE, TACOMA, and
all PACIFIC COAST PORTS, via
NAGASAKI, KOBE & YOKOHAMA.
The S.S. "TENKAI" has arrived, and leaves for Shanghai to-day.
For Freight, apply to
BUTTERFIELD & SWIRE,
HONGKONG, 20th November, 1902. AGENTS. 12

CHINA NAVIGATION CO., LIMITED.

FROM	THROUGH	TO SAIL
CEBU and ILOILO	"KAIFONG"	On 21st November.
SHANGHAI	"WUHU"	On 22nd November.
SHANGHAI	"WOOSUNG"	On 24th November.
SHANGHAI	"SHANSHI"	On 26th November.
AMOI and MANILA	"SUNGKIANG"	On 26th November.
SHANGHAI	"FOO HOW"	On 29th November.
KOBE and YOKOHAMA	"CHINGTU"	On 5th December.
THURSDAY ISLAND, COOK BURN, CAIRNS, TOWNSVILLE, BURN, AND AMOI	"CHANGSHA"	On 5th December.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.
* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
* Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.
* See Special Advertisement.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
HONGKONG, 20th November, 1902. AGENTS. 12

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.	LEAVING
TAMU, VIA SWATOW	"DAIJIN MARU" SUNDAY, 23rd
AND AMOI	November
TAMU, VIA SWATOW	"DAIGI MARU" SUNDAY, 30th
AND AMOI	November
FOOCHOW, VIA SWATOW	"T. W. GROVES" WEDNESDAY, 3rd
AND AMOI	December

The Co.'s new Steamers are specially designed for the coast trade of South China and for first-class passengers, and a duly qualified doctor is carried.
All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.
Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.
By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.
For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Vaux Road Central.
HONGKONG, 20th November, 1902. T. ARIMA, Manager. 15

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	A. Fraser	Manila Direct.	26th Nov., at Noon.
RUBI	2540	W. Lawson	do	3rd Dec., at Noon.
DIAMANTE	1980	B. Rodger	do	
PERLA	1980	J. McGinty	do	

For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
HONGKONG, 15th November, 1902. GENERAL MANAGERS. 2981

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.
PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR STRAITS, CEYLON, GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.
THE Steamship

"MASSILIA."
Captain G. W. Cockman, R.N., carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 22nd November, at Noon, taking passengers and cargo for the above ports.
Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to
E. A. HSWETT,
Superintendent.
HONGKONG, 12th November, 1902. 1

TOYO KISEN KAISHA.

(ORIENTAL S.S. CO.)
REGULAR SERVICE BETWEEN
HONGKONG AND MANILA IN
8 HOURS.

THE Company's well-known Steamship

"ROSETTA MARU,"
3,876 Tons, Captain N. Tate, will be despatched for MANILA on SATURDAY, the 22nd inst., at Noon.

To be followed by "ROHILLA MARU,"
Magificent Accommodation. Comfortable Cabins. Excellent Table. Unrivaled Speed. Electric Light. Doctor and Stewardess carried.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Prince's Buildings, Ice House Street,
HONGKONG, 17th November, 1902. 16

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT PHILIPPINE PORTS).
PROPOSED SAILINGS FROM HONGKONG.
"BORDER KNIGHT" About 20th Nov.
"GRODON" " " 10th Dec.
"MOGUL" " " 20th Dec.
"HINDUSTAN" " " 30th Dec.
"MACDUFF" " " 10th Jan.
"SHIMOSA" " " To follow.
For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.
HONGKONG, 12th November, 1902. 711

NIPPON YUSEN KAISHA.

RESUMPTION OF MANILA SERVICE.

FOR MANILA.
THE Company's Japanese Mail Steamship

"KASUGA MARU,"
(4,000 Tons; Captain H. Fraser), will be despatched for the above port on THURSDAY, the 27th inst., at 4 p.m.
This well-known Steamer is specially constructed for the service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.
For Freight or Passage, apply to
A. S. MIHARA,
Manager.
HONGKONG, 6th November, 1902. 2963

NORDEUTSCHER LOYD, BREMEN.

NOTICE.

STEAM FOR SANDAKAN.
Calling at KUDAT.

THE Company's Steamship

"SANDAKAN,"
Captain Schnur, will be ready to load for the above port on the 14th inst.

For Freight or Passage, apply to
MELCHERS & CO.,
Agents.
HONGKONG, 13th November, 1902. 3028

STEAM FOR BALTIMORE AND NEW YORK.

THE French Steamer

"CHARLES TIBERGHIE,"
will be despatched for the above ports on or about 12th inst.

For Freight, apply to
ARNHOLD, KARBURG & CO.,
Agents.
HONGKONG, 4th November, 1902. 2743

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 1st December, 1902, at 1 p.m., the Company's Steamship, "SYDNEY," Captain Negre, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via BOMBAY.

This Steamer connects at COLOMBO with the s.s. *Euphrasie*, which vessel takes on her Passengers and Mails, leaving that port on the 13th December, direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m., on the 30th November. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.
G. DE CHAMPEAUX,
Agent.
HONGKONG, 19th November, 1902. 2

CHINA NAVIGATION CO., LD.

HONGKONG TO SYDNEY AND MELBOURNE VIA USUAL AUSTRALIAN PORTS OF CALL.

AVERAGE LENGTH OF VOYAGE TO SYDNEY 20 DAYS.

Saloon Passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Under-signed.

NEXT SAILINGS.

"CHANGSHA" leaves on 5th December.

"CHINGTU" " " 20th December.

"DAIYUAN" " " 20th January.

"TSINAN" " " 16th February.

Superior accommodation amidships. Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of Ice and Provisions during the entire voyage. Duly qualified European Surgeons carried.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE
Agents.
HONGKONG, 15th November, 1902. 1981

CHINA NAVIGATION CO., LD.

"BEN" LINE OF STEAMERS.

FOR GENOA, LONDON AND ANTWERP.

THE Steamship

"BENMORE,"
Captain Wallace, will be despatched above on or about the 15th December.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
HONGKONG, 7th November, 1902. 297

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS

are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA in connection with the CHINA STRAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan,
HONGKONG, 4th August, 1897. 3009

NOTICE TO CONSIGNEES.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 p.m. To-day, 13th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Under-signed on or before the 24th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LIMITED,
Agents.
HONGKONG, 13th November, 1902. 3014

FROM NEW YORK.

THE H.A.L. Steamship

"ADRIA,"
Captain Schaefer, having arrived from the above port, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Under-signed and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day, the 13th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst., at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE.
HONGKONG, 18th November, 1902. 3074

STEAMSHIP "INDUS."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London, and Havre ex s.s. *Medoc*, from Bordeaux ex s.s. *Ville de Dunkerque*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 9 A.M. To-day, 18th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Under-signed. Goods remaining undelivered after Monday, the 24th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 24th inst., or they will not be recognised.

The Beer is delivered after being bottled, and full assurance is given in fine condition in any climate. Beautifully bright, seductively sparkling, and perfectly pure.

For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.
HONGKONG, 18th November, 1902. 2

FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SUEVIA,"
Captain Borch, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Under-signed and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day, 14th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE.
HONGKONG, 14th November, 1902. 3041

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, ADEEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

"VINDOBONA,"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

This Vessel ex s.s. *Augusta*, transhipped at Bombay.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the undersigned before Noon, on the 22nd inst., or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd inst. will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & CO.,
Agents.
HONGKONG, 15th November, 1902. 3009

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"ALCINOUS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the undersigned; in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 11th inst.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

Goods undelivered after the 21st inst. must be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 22nd inst.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.
HONGKONG, 13th November, 1902. 11

M. CHADWICK, D.D.S.

DENTAL SURGEON.

No. 39, QUEEN'S ROAD CENTRAL.

Office Hours—9 A.M. to 5 P.M.

HONGKONG, 15th March, 1902. 2458

ST. GEORGE'S BALL.

MEETING OF THE SUBSCRIBERS to the ST. GEORGE'S BALL will be held, by kind permission, at the CITY HALL, on TUESDAY, the 25th NOVEMBER, 1902, at 5.15 P.M.

His Honour the Chief Justice, Sir WILLIAM MEIGH GOODMAN, will preside.

Up to the present there are 136 Subscribers. Further intending Subscribers are requested to sign the lists now in circulation or to notify the undersigned as early as possible.

B. V. MITCHELL,
Hon. Secretary.
HONGKONG, 13th November, 1902. 3021

R. J. REMEDIUS, DEALER.

No. 39, WYNDHAM STREET, HONGKONG.

Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash. ADVANCE WANTED.

15 to 25 per cent. Discount Allowed. 1525

FIRE INSURANCE ASSOCIATION OF HONGKONG.

NOTICE IS HEREBY GIVEN that at a SPECIAL GENERAL MEETING of the Members held on 14th inst., it was resolved to increase the Rates for all Risks Retable under the Tariff by 25 per cent. for one year from this date.

W. HUTTON POTTS,
Secretary.
HONGKONG, 14th November, 1902. 3033

BUDWEISER BEER.

EXTRA PALE LAGER IN CLEAR BOTTLES, OF UNIVERSAL POPULARITY.

ANHEUSER BUSCH BREWING ASSOCIATION, ST. LOUIS.

LEADS IN OUTPUT AND QUANTITY.

This Beer is brewed of best Saazer Hops and finest Berley Malt only, and warranted not to contain Chemicals in any form.

The Beer is bottled after being bottled, and full assurance is given in fine condition in any climate. Beautifully bright, seductively sparkling, and perfectly pure.

F. BLACKHEAD & CO.,
Sole Agents.
HONGKONG, 25th July, 1902. 1201

FURNITURE STORE.

Established over 21 Years.

IMPORTERS and EXPORTERS, and Dealers in Furniture, Blackwood, Jewellery, Curios, Cutlery, Electro-Plate and Glassware. Dining-room and other Furniture on Hire, &c. For the HIGHEST GRADE, BEST and CHEAPEST.

8, QUEEN'S ROAD CENTRAL.
(Right opposite Robinson's Piano Co.)
HONGKONG, 20th November, 1901.

PURE FRESH WATER.

THE HONGKONG STEAM WATER-BOAT CO., LD., is prepared to supply ANY QUANTITY OF PURE FRESH WATER to the shipping, both for Deck and Boilers.

Call Flag W.

J. W. KEW,
Manager.
29, Des Vaux Road.
HONGKONG, 13th June, 1902. 165

THE AMERICAN SYSTEM.

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HONGKONG, 4th March, 1902. 1283

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